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HARVARD CLUB GARAGE

BRIEFING MATERIALS

for Boston Civic Design Commission Hearing

March 26, 1991

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City of Boston
Raymond L. Flynn, Mayor

Boston Redevelopment Authority
Stephen Coyle, Director

HARVARD CLUB GARAGE

THE HARVARD CLUB OF BOSTON

BRIEFING MATERIALS
FOR
BOSTON CIVIC DESIGN COMMISSION HEARING

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HARVARD CLUB OF BOSTON

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1. Fact Sheet

FACT SHEET
HARVARD CLUB GARAGE

PROJECT IDENTIFICATION

Project Name:	Harvard Club Garage
Address/Location:	Newbury Street between Massachusetts Avenue and Charlesgate East, adjacent to the Massachusetts Turnpike

DEVELOPMENT TEAM

Developer:	The Harvard Club of Boston, a Massachusetts Corporation 374 Commonwealth Avenue Boston, MA 02215 (617) 536-1260 Paul Corcoran
Attorney:	Peabody & Brown 101 Federal Street Boston, MA 02110-1832 (617) 345-1000 Lawrence DiCara Cynthia Warren
Architect:	Meyer & Meyer 388A Commonwealth Avenue Boston, MA 02215 (617) 266-0555 John Meyer
Construction Manager:	John Moriarty & Associates 8 Winchester Place Winchester, MA 01890 (617) 729-3900 John Moriarty Ralph Vitti

Environmental/ Traffic Consultant:	HMM Associates, Inc. 196 Baker Avenue Concord, MA 01742 (508) 371-4000 Cindy Schlessinger Michael Przybyla

PROJECT DESCRIPTION

Site Location and Description

The proposed Harvard Club Garage project is located in the Back Bay/Kenmore area on the Newbury Street extension, west of Massachusetts Avenue. The block on which the garage will be located is bounded by Massachusetts Avenue, Newbury Street, Charlesgate East, and Commonwealth Avenue.

The site is approximately 19,500 square feet and is currently used as a suface parking lot.

Proposed Project

Upon completion, the site will include a 430-car, 157,000 square foot garage with 1½ levels below-grade and 6½ levels above-grade. The height will be approximately 65 feet with an FAR of 7. The design and detailing of the garage, which include red brick with light precast trim and corner towers, were, in part, drawn from the Fenway Studios building across the Massachusetts Turnpike. In addition, the slope of the ramps were also designed to be visually compatible with the Somerset Garage. The circulation patterns of the adjacent Somerset Garage are a mirror image of the circulation patterns of the proposed Garage. The exit/entrance of the proposed Harvard Club Garage, located on the eastern portion of the site, minimizes potential circulation conflicts with the Newbury Street exit/entrance of the Somerset Garage.

Development of the garage will not only address the parking needs of the Club, but will also address the growing need for residential and commercial Back Bay spaces, particularly in light of the loss of public spaces at the Somerset Garage. In addition, the garage will decrease the queues and circling in the vicinity of the project.

Based on an extensive design review process, numerous community meetings, and meetings with the Boston Redevelopment Authority (BRA), the Harvard Club has studied an alternative in an effort to mitigate any adverse impacts of the garage, which includes a 4-story notch cut into the corner of the proposed parking facility. The notch has been proposed to open up light and views to the third floor pool deck at 380-390 Commonwealth Avenue and the living units adjacent to the pool. The notch will also result in a reduction of 19 to 23 parking spaces.

Construction is expected to begin in June 1991 with completion in January 1992.

Public Benefits

Construction of the Harvard Club Garage provides numerous benefits to the area in many ways, including:

- Traffic benefits from reduced circling and queuing.
- Increased annual real estate taxes to the City of Boston.
- Construction jobs.
- Better awareness of public transportation and car-pooling options by Club members through the formation of a Harvard Club Transportation Committee.
- Streetwall completion on Newbury Street.
- Parking spaces to Club members.
- Parking spaces to area residents.
- Short-term parking spaces for area visitors.
- A project which is beneficial to the City, abutters, and the Club.

Voluntary Contribution

The Harvard Club proposes to make a voluntary contribution to the Back Bay Transportation Management Association (of which they are a member) or to an entity chosen by the BRA.

HARVARD CLVB OF BOSTON

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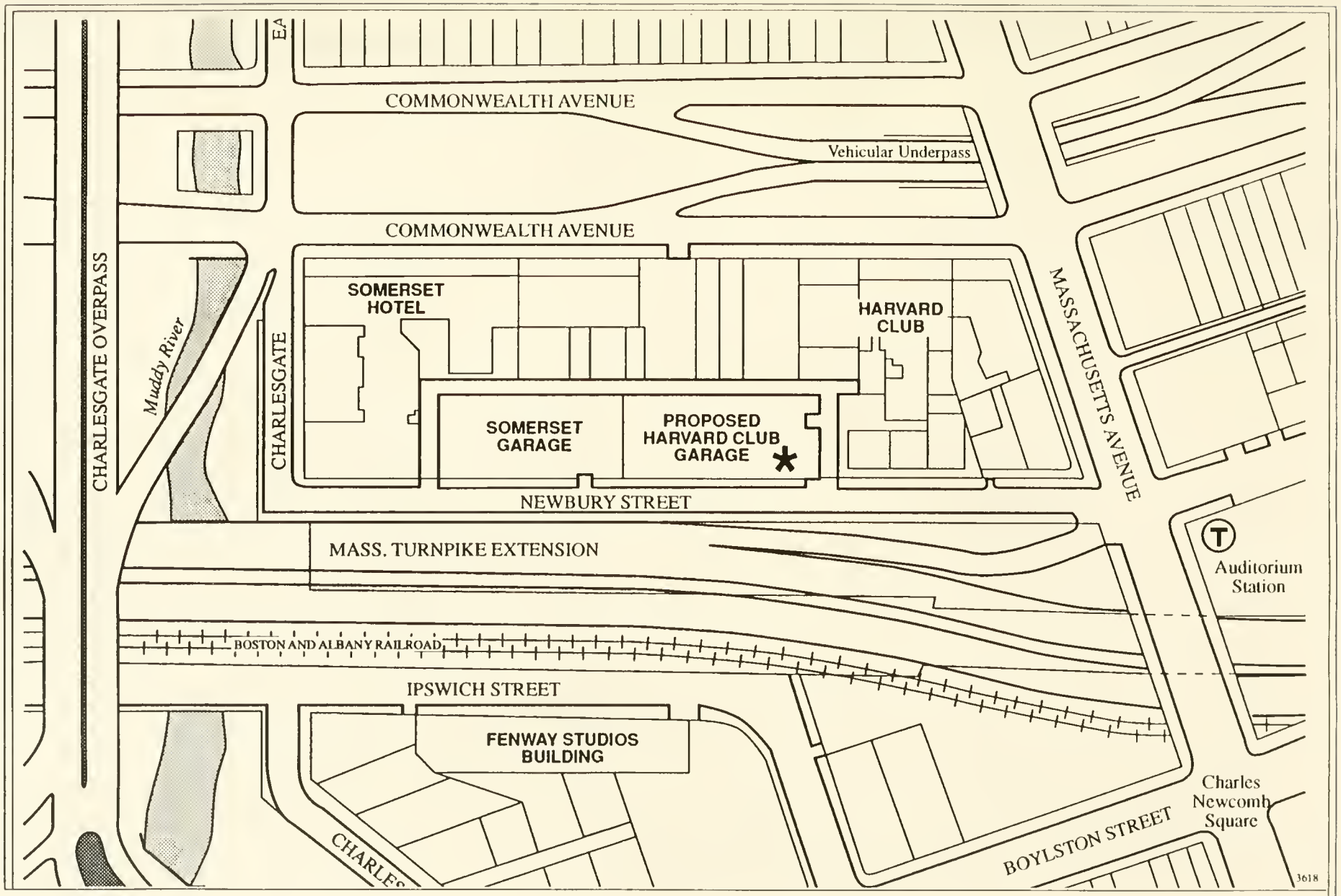
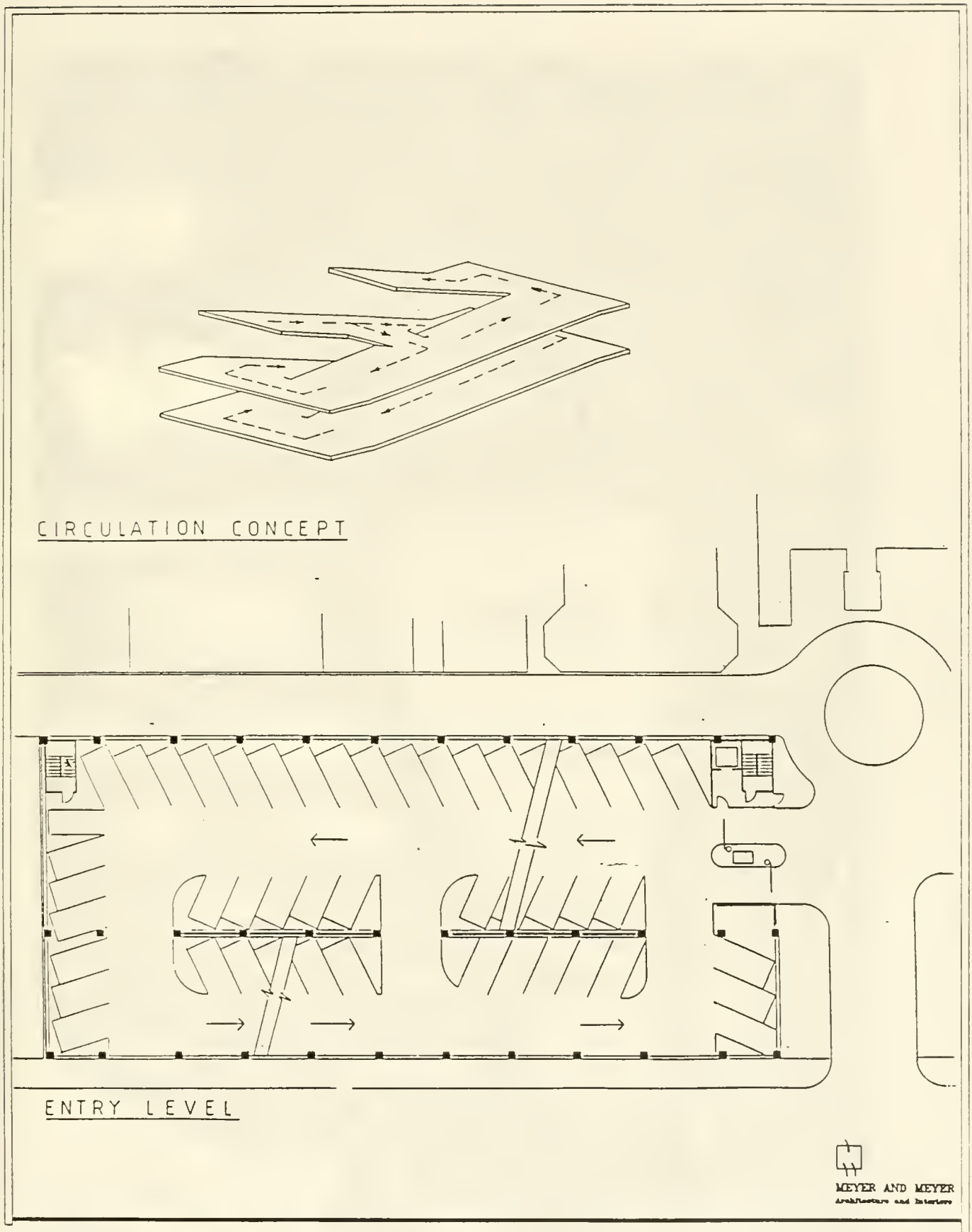
2. Site Location Map & Graphics



Site Location Plan



Ground Floor and Typical Plan

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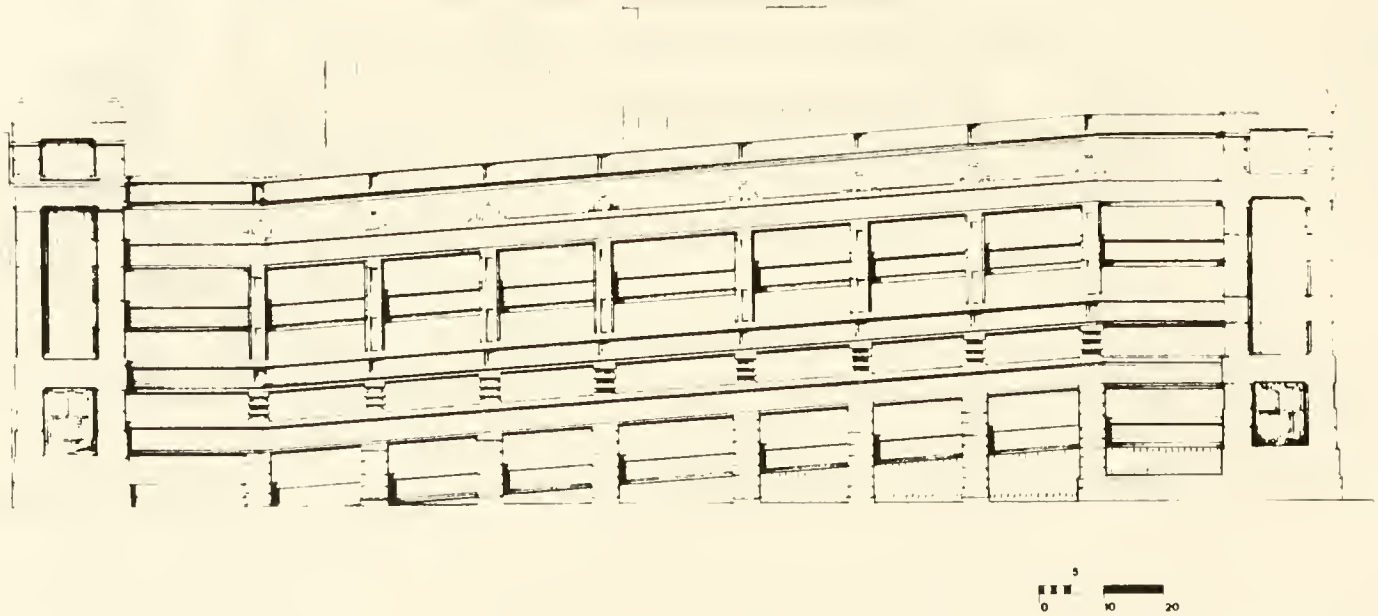
Harvard Club

MEYER AND MEYER

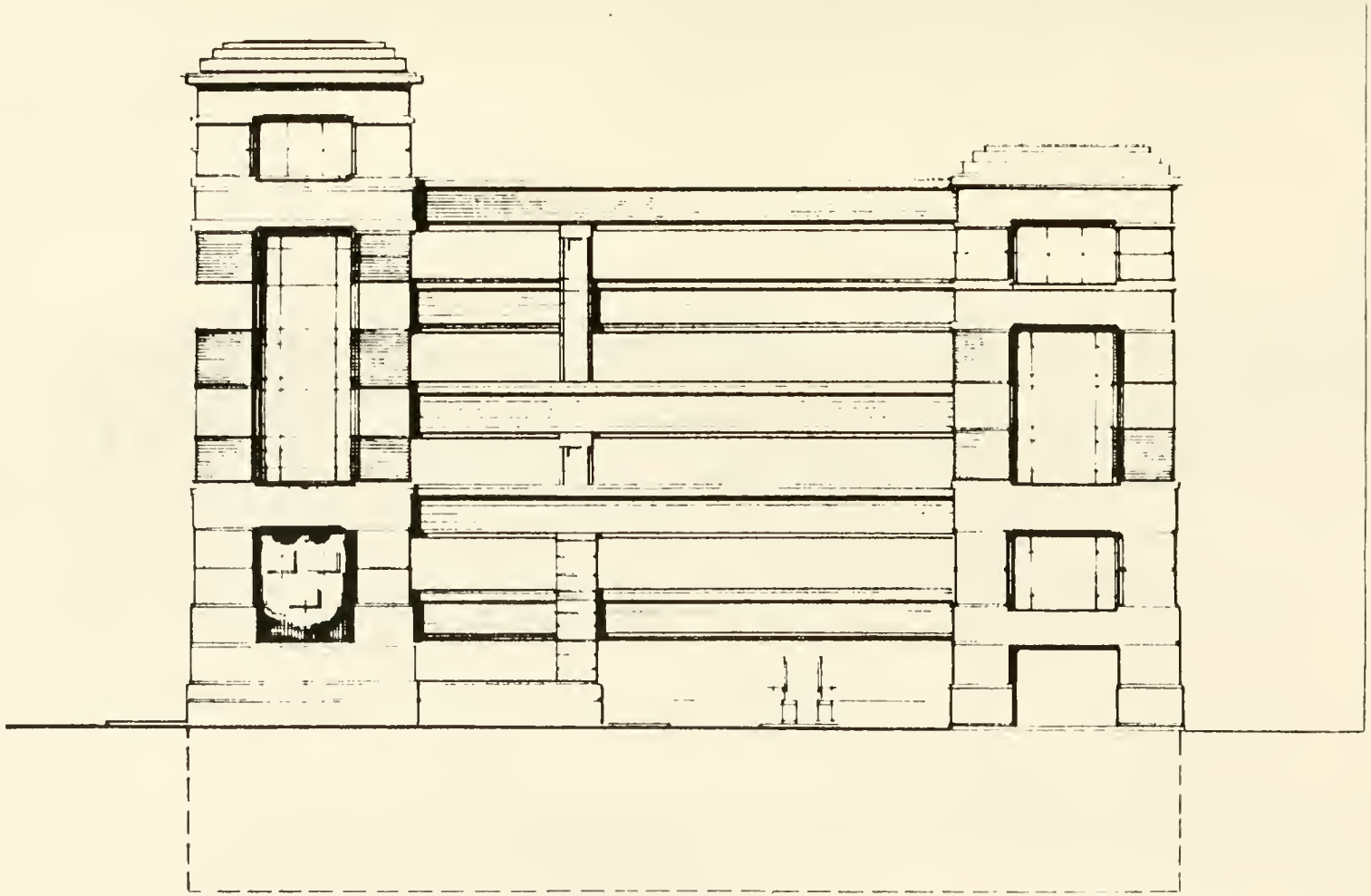
Stone Detail

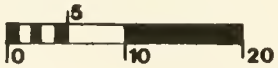


SOUTH ELEVATION

Meyer & Meyer

South Elevation

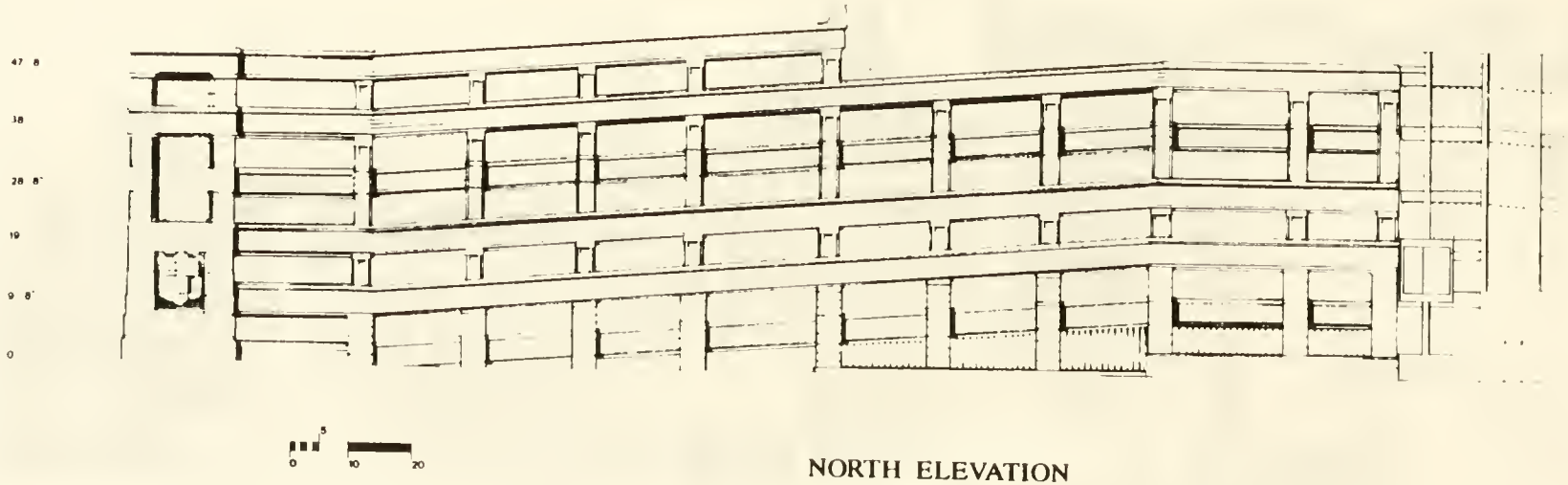




EAST ELEVATION

Meyer & Meyer

East Elevation



Meyer & Meyer

North Elevation

Meyer & Meyer

Perspective From Massachusetts Turnpike

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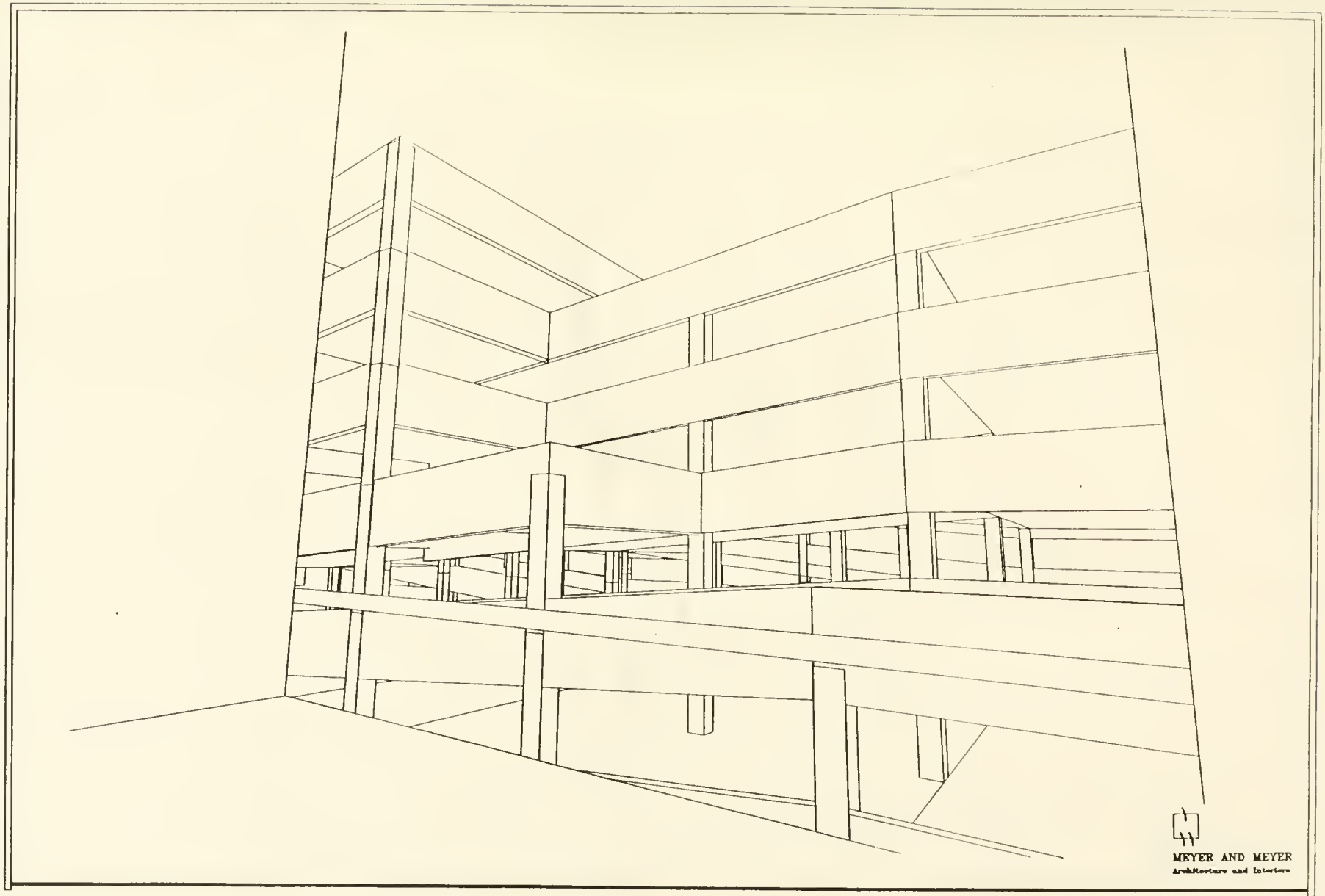
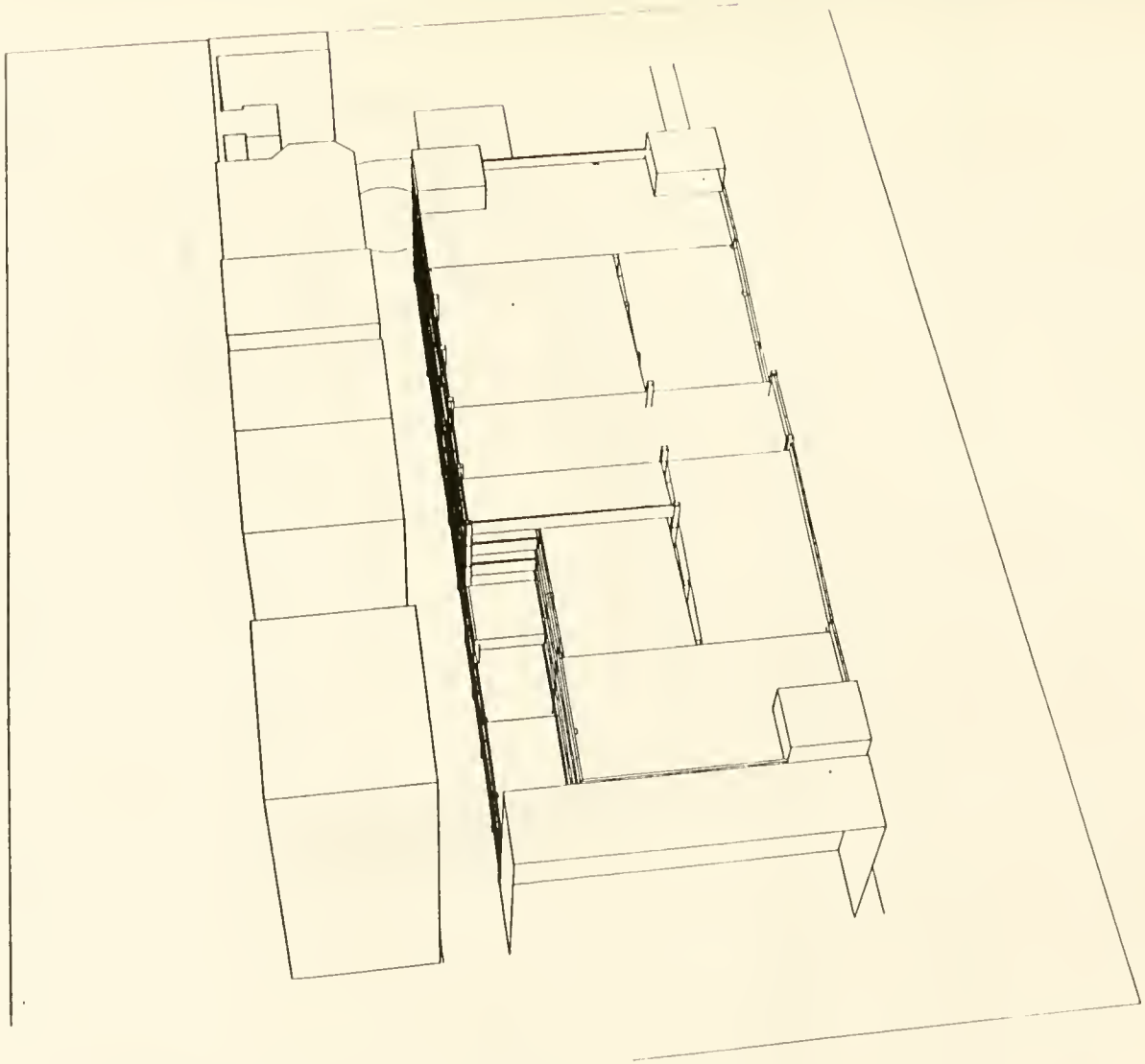
Architecture and Interiors

View along the Alley



View from Pool Deck



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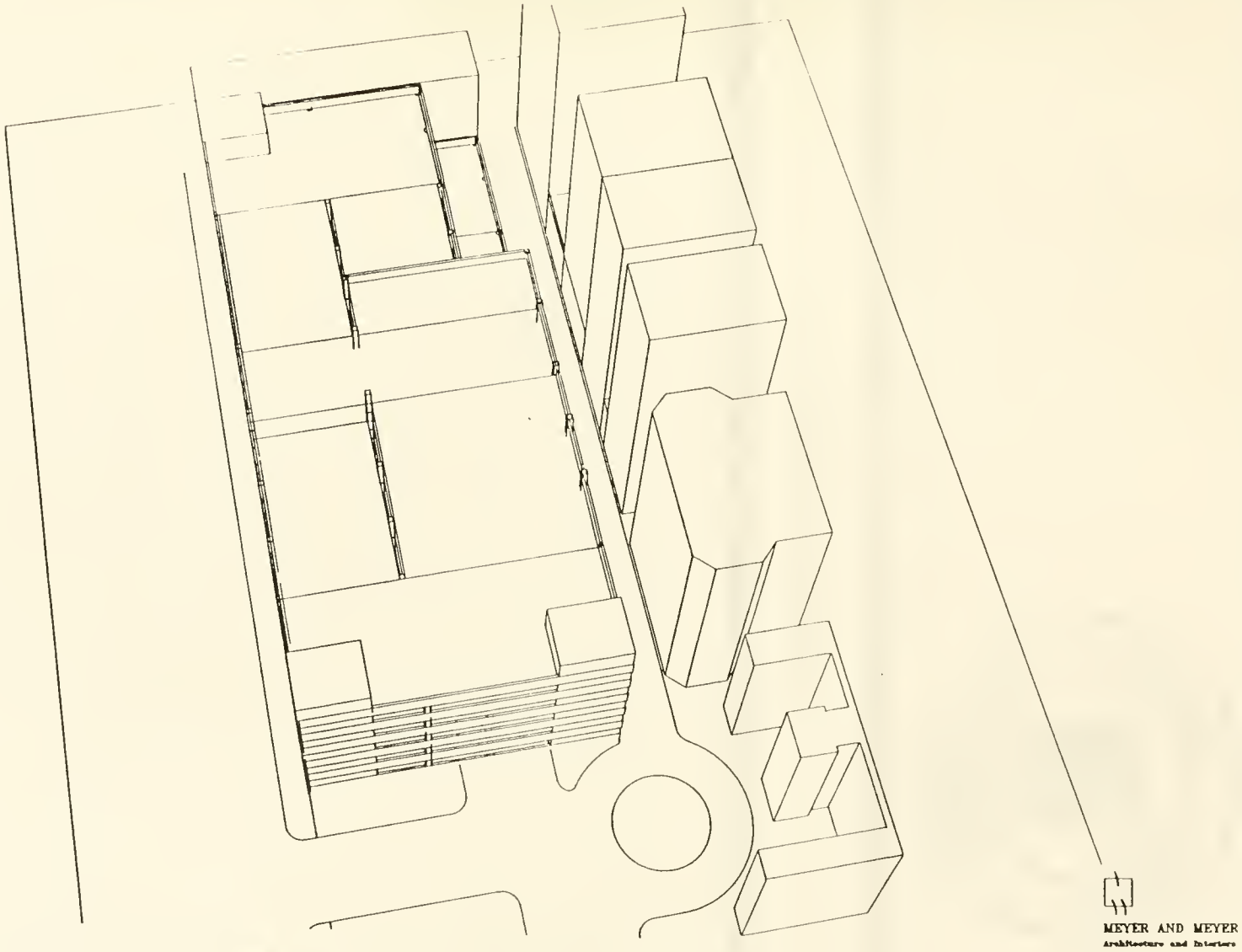
Architecture and Interiors

Aerial View down the Alley



Aerial View from the Circular Drive
Rear Entry to the Harvard Club

3. Design Summary

DESIGN SUMMARY
HARVARD CLUB GARAGE

The proposed project includes approximately 430 parking spaces on 8 levels, (6½ above-grade, 1½ below-grade). Because of the site configuration, the ramping system will be similar to that of the adjoining Somerset Garage, which is in fact, the only plan configuration practical for a site of its dimensions. The circulation is a continuous one-way ramp lined with angled spaces and provided with a central switch-back driveway. Corner towers will encase vertical pedestrian circulation. The location of the entrance eliminates a circulation conflict with the Somerset Garage and allows for queuing to take place in the driveway, thereby minimizing queuing on Newbury Street.

Use of Architectural Vocabulary and Building Materials Compatible with the Existing Features of the Back Bay

The proposed garage derives its massing and detail from three influences: the adjoining Somerset Garage, the facing Fenway Studios building, and the Harvard Club facade facing Commonwealth Avenue.

The height and shape of the Harvard Club Garage are consistent with the adjacent Somerset Garage. The proposed project reverses the ramping direction of the Somerset Garage to avoid the sawtooth affect of repeating the same slope.

The facade materials of the garage have been carefully selected to immediately match the Patina of traditional Back Bay buildings. Samples have been collected from various producers of precast concrete that, not only have the coloration and lightly sand-blasted surface of aged limestone, but also the seven light vertical gloves per inch which are common in turn-of-the-century stonework. Joint configurations have been copied directly from the Harvard Club's Commonwealth Avenue facade, with a quarter inch mortar groove set inside a 1 inch deep 45 degree bevel. Brick samples with complementary mortar color have been selected from new construction in the Boston area which most closely approximates a 19th Century brick color with 100 years of mortar discoloration. Tower copper caps will be acid treated for mossy green Patina at installation. Black iron will be painted as per neighborhood custom.

Treatment of Newbury Street Facade

The massing of the facade is related to the bookend Fenway Studios building across the Turnpike. The brick spandrel facade terminates with corner towers which accommodate vertical pedestrian movement. These towers create a clean break from the raw concrete garage to the west and provide an entry demarcation at the Harvard Club's back door.

Lighting

Lighting consultants have been retained to insure safe and aesthetic lighting for all spaces surrounding the building as well as in the garage.

Materials

The materials and facade elements are a result of the building's structural system, the desire to create a Harvard Club facade along the Turnpike, and the opportunity of matching elements to one of the city's more interesting buildings across the Turnpike.

The Club's desire to build an enduring structure, impervious to the destructive street chemicals of Boston, will force a more expensive structure. The cost premium for the difficult foundation conditions at this location allows the use of high quality facade finishes only if they can be incorporated into the structural parts of the building. To this end, designers have used concrete finishes to simulate the limestone base of the front facade of the Harvard Club. Brick and mortar colors and detailing on upper spandrel, column, and tower parts match both the Harvard Club front and the similarly colored Fenway Studios building across the Massachusetts Turnpike. It should be noted that any reduction in parking levels will result in an identical layout with a less adorned exterior due to the cost of the foundation being distributed over fewer spaces.

Future Retail Convertability

Although it is presently difficult to imagine the marketability of a retail development on this end of Newbury Street which is beyond an active Turnpike entrance, the garage has been designed to allow ground floor retail space in the future. The ground-level Newbury Street parking row could be walled off from the rest of the garage and floor sections could be leveled to provide retail spaces.

Alley Treatment

Significant design is scheduled for ramp screening, landscaping, and appropriate finishes for the alley and alley side facade of the new garage. In addition, lighting consultants have been retained to ensure safe and aesthetic lighting for all spaces surrounding the garage. The Club will continue to meet with the abutters to discuss possible alley treatments which are beneficial and satisfactory to the City, the Club, and the abutters.

Architecturally Distinctive Round-About and Drop-Off Area

As described above, the Harvard Club of Boston recently completed a new round-about and drop-off at the Newbury Street entrance to the Club. Finish details include granite and brick paving, seating, and a skylighted vestibule which ties into the circulation system of the building.

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